

TITLE III—FEDERAL TRANSIT ADMINISTRATION PROGRAMS

SEC. 3001. SHORT TITLE.

This title may be cited as the “Federal Transit Act of 1998”.

SEC. 3002. AMENDMENTS TO TITLE 49, UNITED STATES CODE.

Except as otherwise specifically provided, whenever in this title an amendment or repeal is expressed in terms of an amendment to, or repeal of, a section or other provision of law, the reference shall be considered to be made to a section or other provision of title 49, United States Code.

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SEC. 3010. DOLLAR VALUE OF MOBILITY IMPROVEMENTS.

(a) IN GENERAL.—The Secretary shall not consider the dollar value of mobility improvements, as specified in the report required under section 5309(o) (as added by this Act), in evaluating projects under section 5309 of title 49, United States Code, in developing regulations, or in carrying out any other duty of the Secretary.

(b) STUDY.—

(1) IN GENERAL.—The Comptroller General shall conduct a study of the dollar value of mobility improvements and the relationship of mobility improvements to the overall transportation justification of a new fixed guideway system or extension to an existing system.

(2) REPORT.—Not later than January 1, 2000, the Comptroller General shall transmit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Banking, Housing, and Urban Affairs of the Senate a report on the results of the study under paragraph (1), including an analysis of the factors relevant to determining the dollar value of mobility improvements.

SEC. 3011. LOCAL SHARE.

(a) IN GENERAL.—Notwithstanding any other provision of law, for fiscal years 1999 through 2003, a recipient of assistance under section 5307 or 5309 of title 49, United States Code, may use, as part of the local matching funds for a capital project (as defined in section 5302(a) of title 49, United States Code), the proceeds from the issuance of revenue bonds.

(b) MAINTENANCE OF EFFORT.—The Secretary shall approve of the use of the proceeds from the issuance of revenue bonds for the remainder of the net project cost (as defined in section 5302(a) of title 49, United States Code) only if the aggregate amount of financial support for mass transportation in the urbanized area from the State and affected local governmental authorities during the next 3 fiscal years, as programmed in the State Transportation Improve-

ment Program under section 135 of title 23, United States Code, is not less than the aggregate amount provided by the State and affected local governmental authorities in the urbanized area during the preceding 3 fiscal years.

(c) REPORT.—

(1) IN GENERAL.—Not later than January 1, 2003, the Secretary shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Banking, Housing, and Urban Affairs of the Senate, a report on the recipients described in subsection (a) that have used, as part of the local matching funds for a capital project, the proceeds from the issuance of revenue bonds, during the period described in subsection (a).

(2) CONTENTS OF REPORT.—The report required by this subsection shall include—

(A) information on each project undertaken, the amount of the revenue bonds issued, and the status of repayment of the bonds; and

(B) any recommendations of the Secretary regarding the application of this section.

SEC. 3012. INTELLIGENT TRANSPORTATION SYSTEMS APPLICATIONS.

(a) FIXED GUIDEWAY TECHNOLOGY.—The Secretary shall make grants for the study, design, and demonstration of fixed guideway technology. Of the amounts made available by or appropriated under section 5338(d) of title 49, United States Code, the Secretary shall make funds available for the following projects in not less than the amounts specified for the fiscal year:

(1) North Orange-South Seminole County, FL \$750,000 for fiscal year 1999.

(2) Galveston, TX fixed guideway activities \$750,000 for fiscal year 1999.

(b) BUS TECHNOLOGY.—The Secretary shall make grants for the study, design, and demonstration of bus technology. Of the amounts made available by or appropriated under section 5338(d) of title 49, United States Code, the Secretary shall make funds available for the following projects in not less than the amounts specified for the fiscal year:

(1) MBTA, MA Advanced Electric Transit Buses and Related Infrastructure, \$1,500,000 for each of fiscal years 1999 and 2000.

(2) Palm Springs, CA Fuel Cell Buses, \$1,000,000 for each of fiscal years 1999 and 2000.

(3) Gloucester, MA Intermodal Technology Center, \$1,500,000 for each of fiscal years 1999 and 2000.

(4) Washoe County, NV Transit Technology, \$1,250,000 for each of fiscal years 1999 and 2000.

(c) ADVANCED PROPULSION CONTROL SYSTEM.—

(1) IN GENERAL.—Of the amounts made available by or appropriated under section 5338(d) of title 49, United States Code, \$2,000,000 for fiscal year 1999, \$3,000,000 for fiscal year 2000, and \$3,000,000 for fiscal year 2001 shall be available to the Southeastern Pennsylvania Transit Authority (in this subsection referred to as “SEPTA”), to be used only for the comple-

tion of the program to develop and deploy a new Advanced Propulsion Control System begun under the Request for Technical Proposals for Project S-2814-2.

(2) ACTION REQUIRED BY SEPTA.—This subsection shall take effect only if SEPTA issues a request for cost proposals to the 4 selectees from the full and open competition under SEPTA's Request for Technical Proposals for Project S-2814-2 not later than 60 days after the date of enactment of this Act.

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SEC. 3015. RESEARCH, DEVELOPMENT, DEMONSTRATION, AND TRAINING PROJECTS.

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(c) ADVANCED TECHNOLOGY PILOT PROJECT.—

(1) IN GENERAL.—The Secretary shall make grants for the development of low speed magnetic levitation technology for public transportation purposes in urban areas to demonstrate energy efficiency, congestion mitigation, and safety benefits.

(2) FUNDING.—Of the amounts made available under section 5001(a)(2) of this Act for each of fiscal years 1998 through 2003, \$5,000,000 per fiscal year shall be available to carry out this subsection. Financial assistance made available under this subsection and projects assisted with the assistance shall be subject to section 5333(a) of title 49, United States Code.

(3) FEDERAL SHARE.—The Federal share payable on account of activities carried out using a grant made under this subsection shall be 80 percent of the cost of such activities.

(d) TRAINING AND CURRICULUM DEVELOPMENT.—

(1) IN GENERAL.—Any funds made available by section 5338(e)(2)(C)(iii) of title 49, United States Code, shall be available in equal amounts for transportation research, training, and curriculum development at institutions identified in subparagraphs (E) and (F) of section 5505(j)(3) of such title.

(2) SPECIAL RULE.—If the institutions identified in paragraph (1) are selected pursuant to 5505(i)(3)(B) of such title in fiscal year 2002 or 2003, the funds made available to carry out this subsection shall be available to those institutions to carry out the activities required pursuant to section 5505(i)(3)(B) of such title for that fiscal year.

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SEC. 3021. PILOT PROGRAM FOR INTERCITY RAIL INFRASTRUCTURE INVESTMENT FROM MASS TRANSIT ACCOUNT OF HIGHWAY TRUST FUND.

(a) IN GENERAL.—The Secretary shall establish a single-State pilot program to determine the benefits of using funds from the Mass Transit Account of the Highway Trust Fund for intercity passenger rail. Any assistance provided to the State of Oklahoma or the State of Vermont under sections 5307 and 5311 of title 49, United States Code, during fiscal years 1998 through 2003 may be used for capital improvements to, and operating assistance for, intercity passenger rail service.

(b) REPORT.—

(1) IN GENERAL.—Not later than October 1, 2002, the Secretary shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Banking, Housing, and Urban Affairs of the Senate a report on the pilot program established under this section.

(2) CONTENTS.—The report submitted under paragraph (1) shall include—

(A) an evaluation of the effect of the pilot program on alternative forms of transportation within the State of Oklahoma and the State of Vermont;

(B) an evaluation of the effect of the program on operators of mass transportation and their passengers;

(C) a calculation of the amount of Federal assistance provided under this section transferred for the provision of intercity passenger rail service; and

(D) an estimate of the benefits to intercity passenger rail service, including the number of passengers served, the number of route miles covered, and the number of localities served by intercity passenger rail service.

SEC. 3027. APPORTIONMENT OF APPROPRIATIONS FOR FORMULA GRANTS.

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(c) CONTINUATION OF OPERATING ASSISTANCE TO CERTAIN LARGER URBANIZED AREAS.—

(1) PROVISION OF ASSISTANCE.—Notwithstanding any other provision of law, during the period described in paragraph (2), the Secretary may continue to provide assistance under section 5307 of title 49, United States Code, to finance the operating costs of equipment and facilities for use in mass transportation in any urbanized area (as that term is defined in section 5302 of title 49, United States Code) with a population of at least 200,000, if the Secretary determines that—

(A) the number of the total bus revenue vehicle-miles operated in or directly serving the area is less than 900,000; and

(B) the number of buses operated in or directly serving the area does not exceed 15.

(2) PERIOD DESCRIBED.—For purposes of paragraph (1), the period described in this paragraph is the period beginning on the date of enactment of this Act and ending on the earlier of—

(A) 3 years after the date of enactment of this Act; and

(B) the date on which the Secretary determines that—

(i) the number of the total bus revenue vehicle-miles operated in or directly serving the area is greater than or equal to 900,000; and

(ii) the number of buses operated in or directly serving the area exceeds 15.

(3) SERVICES FOR ELDERLY AND PERSONS WITH DISABILITIES.—In addition to assistance made available under paragraph (1), the Secretary may provide assistance under section 5307 of title 49, United States Code, to a transit provider that operates 20 or fewer vehicles in an urbanized area with a population of at least 200,000 to finance the operating costs of

equipment and facilities used by the transit provider in providing mass transportation services to elderly and persons with disabilities, provided that such assistance to all entities shall not exceed \$1,000,000 annually.

(d) CONFORMING AMENDMENT.—The item relating to section 5336 in the table of sections for chapter 53 is amended by striking “block grants” and inserting “formula grants”.

SEC. 3030. PROJECTS FOR NEW FIXED GUIDEWAY SYSTEMS AND EXTENSIONS TO EXISTING SYSTEMS.

(a) FINAL DESIGN AND CONSTRUCTION.—The following projects are authorized for final design and construction for fiscal years 1998 through 2003 under section 5309(m)(1)(B) of title 49, United States Code:

- (1) Atlanta—Athens Commuter Rail.
- (2) Atlanta—Griffin Commuter Rail.
- (3) Atlanta—North Line Extension.
- (4) Austin—NW/North Central/SE—Airport LRT.
- (5) Baltimore—Central LRT Extension to Glen Burnie.
- (6) Boston—Massport Airport Intermodal Transit Connector.
- (7) Boston—North Shore Corridor and Blue Line Extension to Beverly.
- (8) Charlotte—North-South Corridor Transitway.
- (9) Chicago—Navy Pier-McCormick Place Busway.
- (10) Chicago—North Central Upgrade Commuter Rail.
- (11) Chicago—Ravenswood Line Extension.
- (12) Chicago—Southwest Extension.
- (13) Chicago—West Line Expansion.
- (14) Cleveland—Akron-Canton Commuter Rail.
- (15) Cleveland—Berea Metroline Extension.
- (16) Cleveland—Blue Line Extension.
- (17) Cleveland—Euclid Corridor Extension.
- (18) Cleveland—I-90 Corridor to Ashtabula County.
- (19) Cleveland—Waterfront Line Extension.
- (20) Dallas—North Central Extension.
- (21) Dallas—Ft. Worth RAILTRAN (Phase II).
- (22) Denver—East Corridor (Airport).
- (23) Denver—Southeast LRT (I-25 between 6th & Lincoln).
- (24) Denver—Southwest LRT.
- (25) Denver—West Corridor LRT.
- (26) East St. Louis-St. Clair County—Mid-America Airport Corridor.
- (27) Ft. Lauderdale-West Palm Beach-Miami Tri-County Commuter Rail.
- (28) Galveston—Trolley Extension.
- (29) Hartford—Griffin Line.
- (30) Hollis—Ketchikan Ferry.
- (31) Houston—Regional Bus Plan—Phase I.
- (32) Kansas City—I-35 Commuter Rail.
- (33) Kansas City—Southtown Corridor.
- (34) Kenosha-Racine—Milwaukee Rail Extension.
- (35) Las Vegas Corridor.
- (36) Little Rock—River Rail.

- (37) Los Angeles—Metrolink San Bernadino Line.
- (38) Los Angeles—MOS-3.
- (39) Los Angeles—Metrolink (Union Station-Fullerton).
- (40) Louisville—Jefferson County Corridor.
- (41) MARC—Commuter Rail Improvements.
- (42) Baltimore Light Rail Double Track.
- (43) Memphis—Medical Center Extension.
- (44) Miami—East-West Multimodal Corridor.
- (45) Miami—North 27th Avenue Corridor.
- (46) Miami—South Busway Extension.
- (47) Milwaukee—East-West Corridor.
- (48) Monterey County Commuter Rail.
- (49) Nashua, NH—Lowell, MA Commuter Rail.
- (50) Nashville—Commuter Rail.
- (51) New Orleans—Canal Streetcar.
- (52) New York—8th Avenue Subway Connector.
- (53) New York—Brooklyn—Staten Island Ferry.
- (54) New York—Long Island Railroad East Side Access.
- (55) New York—Staten Island Ferry—Whitehall Inter-modal Terminal.
- (56) New York Susquehanna and Western Commuter Rail.
- (57) New Jersey Urban Core.
- (58) Norfolk—Virginia Beach Corridor.
- (59) Orange County—Fullerton—Irvine Corridor.
- (60) Orlando—I-4 Central Florida Light Rail System.
- (61) Philadelphia—Schuylkill Valley Metro.
- (62) Phoenix—Fixed Guideway.
- (63) Colorado—Roaring Fork Valley Rail.
- (64) Pittsburgh Airborne Shuttle System.
- (65) Pittsburgh—MLK Busway Extension.
- (66) Portland—South-North Corridor.
- (67) Portland—Westside-Hillsboro Corridor.
- (68) Raleigh-Durham—Regional Transit Plan.
- (69) Sacramento—Folsom Extension.
- (70) Sacramento—Placer County Corridor.
- (71) Sacramento—South Corridor.
- (72) Salt Lake City—Light Rail (Airport to University of Utah).
- (73) Salt Lake City—Ogden-Provo Commuter Rail.
- (74) Salt Lake City—South LRT.
- (75) San Diego—Mid-Coast LRT Corridor.
- (76) San Diego—Mission Valley East Corridor.
- (77) San Diego—Oceanside—Escondido Corridor.
- (78) San Francisco—BART to San Francisco International Airport Extension.
- (79) San Francisco—Bayshore Corridor.
- (80) San Jose—Tasman Corridor Light Rail.
- (81) San Juan—Tren Urbano.
- (82) San Juan—Tren Urbano Extension to Minellas.
- (83) Santa Cruz—Fixed Guideway.
- (84) Seattle—Southworth High Speed Ferry.
- (85) Seattle—Sound Move Corridor.
- (86) South Boston—Piers Transitway.
- (87) St. Louis—Cross County Corridor.

- (88) Stockton—Altamont Commuter Rail.
- (89) Tampa Bay—Regional Rail.
- (90) Twin Cities—Northstar Corridor (Downtown Minneapolis-Anoka County-St. Cloud).
- (91) Twin Cities—Transitways Corridors.
- (92) Washington—Richmond Rail Corridor Improvements.
- (93) Washington, D.C.—Dulles Corridor Extension.
- (94) Washington, D.C.—Largo Extension.
- (95) West Trenton Line (West Trenton-Newark).
- (96) Westlake—Commuter Rail Link.
- (97) Pittsburgh North Shore-Central Business District Corridor.
- (98) Pittsburgh—Stage II Light Rail.
- (99) Boston—North-South Rail Link.
- (100) Spokane—South Valley Corridor Light Rail.
- (101) Miami—Palmetto Metrorail.
- (102) Morgantown—Personal Rapid Transit.
- (103) Santa Monica—Boulevard transitway.
- (104) Northwest New Jersey—Northeast Rail Corridor.
- (105) Southeastern North Carolina Corridor.
- (106) Chicago—CTA Douglas Branch.
- (107) San Joaquin—Regional Transit Corridor.
- (108) Greater Albuquerque Mass Transit Project.
- (109) Hartford City Light Rail Connection to Central Business District.
- (110) Providence—Boston Commuter Rail.
- (111) New York—St. George's Ferry Intermodal Terminal.
- (112) New York—Midtown West Ferry Terminal.
- (113) Pinellas County—Mobility Initiative Project.
- (114) Atlanta—MARTA Extension (S. De Kalb-Lindbergh).
- (b) ALTERNATIVES ANALYSIS AND PRELIMINARY ENGINEERING.—
The following projects are authorized for alternatives analysis and preliminary engineering for fiscal years 1998 through 2003 under section 5309(m)(1)(B) of title 49, United States Code:
 - (1) Atlanta—Georgia 400 Multimodal Corridor.
 - (2) Sioux City—Light Rail.
 - (3) Atlanta—MARTA I-285 Transit Corridor.
 - (4) Atlanta—MARTA Marietta-Lawrenceville Corridor.
 - (5) Atlanta—MARTA South De Kalb Comprehensive Transit Program.
 - (6) Baltimore—Metropolitan Rail Corridor.
 - (7) Baltimore—People Mover.
 - (8) Bergen County Cross—County Light Rail.
 - (9) Birmingham Transit Corridor.
 - (10) Boston—Urban Ring.
 - (11) Charleston—Monobeam.
 - (12) Chicago—Comiskey Park Station.
 - (13) Chicago—Inner Circumferential Commuter Rail.
 - (14) Cumberland/Dauphin County Corridor 1 Commuter Rail.
 - (15) Dallas—DART LRT Extensions.
 - (16) Dallas—Las Colinas Corridor.
 - (17) Dayton—Regional Riverfront Corridor.

- (18) El Paso—International Fixed Guideway (El Paso-Juarez).
- (19) Fremont—South Bay Corridor.
- (20) Houston—Advanced Transit Program.
- (21) Jacksonville—Fixed Guideway Corridor.
- (22) Knoxville—Electric Transit.
- (23) Lorain—Cleveland Commuter Rail.
- (24) Los Angeles—MOS—4 East Side Extension (II).
- (25) Los Angeles—MOS—4 San Fernando Valley East-West.
- (26) Los Angeles—LOSSAN (Del Mar-San Diego).
- (27) Maine High Speed Ferry Service.
- (28) Maryland Route 5 Corridor.
- (29) Memphis—Regional Rail Plan.
- (30) Miami—Kendall Corridor.
- (31) Miami—Northeast Corridor.
- (32) New Jersey Trans-Hudson Midtown Corridor.
- (33) New Orleans—Airport—CBD Commuter Rail.
- (34) New Orleans—Desire Streetcar.
- (35) New York—Astoria—East Elmhurst Extension.
- (36) New York—Broadway—Lafayette & Bleecker Street Transfer.
- (37) New York—Brooklyn—Manhattan Access.
- (38) New York—Lower Manhattan Access.
- (39) New York—Manhattan East Side Link.
- (40) Santa Fe—El Dorado Rail Link.
- (41) New York—Nassau Hub.
- (42) New York—North Shore Railroad.
- (43) New York—Queens West Light Rail Link.
- (44) Albuquerque—High Capacity Corridor.
- (45) Newburgh—LRT System.
- (46) North Front Range Corridor.
- (47) Northeast Indianapolis Corridor.
- (48) Oakland Airport—BART Connector.
- (49) Providence—Pawtucket Corridor.
- (50) Philadelphia—Broad Street Line Extension.
- (51) Philadelphia—Cross County Metro.
- (52) Philadelphia—Lower Marion Township.
- (53) San Jacinto—Branch Line (Riverside County).
- (54) Redlands—San Bernardino Transportation Corridor.
- (55) Riverside—Perris Rail Passenger Service.
- (56) Salt Lake City—Draper Light Rail Extension.
- (57) Salt Lake City—West Jordan Light Rail Extension.
- (58) San Francisco—CalTrain Extension to Hollister.
- (59) Scranton—Laurel Line Intermodal Corridor.
- (60) SEATAC—Personal Rapid Transit.
- (61) Toledo—CBD to Zoo.
- (62) Union Township Station (Raritan Valley Line).
- (63) Washington County Corridor (Hastings-St. Paul).
- (64) Washington, D.C.—Georgetown-Ft. Lincoln.
- (65) Williamsburg—Newport News-Hampton LRT.
- (66) Cincinnati/N. Kentucky—Northeast Corridor.
- (67) Northeast Ohio—commuter rail.
- (68) California—North Bay Commuter Rail.
- (69) Chicago—Northwest Rail Transit Corridor.

(70) Vermont—Burlington—Essex Commuter Rail.

(c) PROJECT AUTHORIZATIONS.—

(1) IN GENERAL.—Of the total amount made available by or authorized under section 5338(b) of title 49, United States Code, to carry out section 5309(m)(1)(B) for fiscal years 1998 through 2003:

(A) \$3,000,000,000 shall be available for the following projects (even if the project is not listed in subsection (a) or (b)):

- (i) Birmingham Transit Corridor, \$87,500,000.
- (ii) San Diego Mission Valley and Mid-Coast Corridor, \$325,000,000.
- (iii) Denver—Southeast LRT (I-25 between 6th and Lincoln), \$10,000,000.
- (iv) Colorado—Roaring Fork Valley Rail, \$40,000,000.
- (v) Hartford City Light Rail Connection to Central Business District, \$33,000,000.
- (vi) Bridgeport—Intermodal Corridor, \$34,000,000.
- (vii) New London—Waterfront Access, \$10,000,000.
- (viii) Old Saybrook—Hartford Rail Extension, \$10,000,000.
- (ix) Stamford—Fixed Guideway Connector, \$18,000,000.
- (x) Orlando—I-4 Central Florida Light Rail System, \$100,000,000.
- (xi) Miami—Palmetto Metrorail, \$8,000,000.
- (xii) Tampa Bay—Regional Rail, \$2,000,000.
- (xiii) Fort Lauderdale—West Palm Beach—Miami Tri-County Commuter Rail, \$20,000,000.
- (xiv) Miami—East-West Multimodal Corridor, \$20,000,000.
- (xv) Chicago—CTA Douglas Branch, \$315,000,000.
- (xvi) Northeast Indianapolis Corridor, \$10,000,000.
- (xvii) Sioux City—Light Rail, \$10,000,000.
- (xviii) MARC—Commuter Rail Improvements, \$185,000,000.
- (xix) Baltimore—Light Rail Double Track, \$120,000,000.
- (xx) Boston—North Shore Corridor and Blue Line Extension to Beverly, \$50,000,000.
- (xxi) Twin Cities—Transitways Corridors, \$120,000,000.
- (xxii) Twin Cities—Northstar Corridor (Downtown Minneapolis—Anoka County—St. Cloud), \$6,000,000.
- (xxiii) Kansas City—I-35 Commuter Rail, \$30,000,000.
- (xxiv) Las Vegas Corridor, \$155,000,000.
- (xxv) New Jersey—Bergen County Cross County Light Rail, \$5,000,000.
- (xxvi) New Jersey—Trans Hudson Midtown Corridor, \$5,000,000.

(xxvii) Santa Fe—Eldorado Rail Link, \$10,000,000.

(xxviii) Albuquerque Alvarado Intermodal Center, \$5,000,000.

(xxix) Greater Albuquerque Mass Transit Project, \$90,000,000.

(xxx) New York—Long Island Railroad East Side Access, \$353,000,000.

(xxxi) New York—Second Avenue Subway, \$5,000,000.

(xxxii) New York—Staten Island Ferry-Whitehall Intermodal Terminal, \$40,000,000.

(xxxiii) New York—St. George's Ferry Intermodal Terminal, \$20,000,000.

(xxxiv) New York—Nassau Hub, \$10,000,000.

(xxxv) New York—Midtown West Ferry Terminal, \$16,300,000.

(xxxvi) Cincinnati/Northern Kentucky Corridor, \$65,000,000.

(xxxvii) Portland South—North Corridor, \$25,000,000.

(xxxviii) Philadelphia—Schuylkill Valley Metro, \$75,000,000.

(xxxix) Pittsburgh Stage II Light Rail, \$100,200,000.

(xl) Philadelphia—Pittsburgh High Speed Rail, \$10,000,000.

(xli) Cumberland/Dauphin County Corridor 1 Commuter Rail, \$20,000,000.

(xlii) Pittsburgh North Shore—Central Business District, \$20,000,000.

(xliii) Providence—Boston Commuter Rail, \$10,000,000.

(xliv) Rhode Island Integrated Intermodal Transportation, \$25,000,000.

(xlv) Dallas—North Central Extension, \$188,000,000.

(xlvi) Dallas—Southeast Corridor, \$20,000,000.

(xlvii) Dallas—Northwest Corridor, \$12,000,000.

(xlviii) Washington, D.C., Dulles Corridor Extension, \$86,000,000.

(xlix) Seattle—Tacoma Commuter Rail, \$40,000,000.

(l) San Joaquin Regional Intermodal Corridor, \$14,000,000.

(li) Dallas-Ft. Worth RAILTRAN (Phase-II), \$12,000,000.

(B) The remainder shall be available for projects listed in subsections (a) and (b).

(2) ADDITIONAL AMOUNTS.—

(A) IN GENERAL.—The total amount authorized in section 5338(h)(5) of title 49, United States Code, for fiscal years 1999 through 2003 shall be available for projects listed in subsections (a) and (b).

(B) PRIORITY FOR SALT LAKE CITY OLYMPICS.—

(i) IN GENERAL.—Of the amount authorized to be appropriated under section 5338(h)(5), \$640,000,000 is authorized to be appropriated for the Salt Lake City Winter Olympic Games for the following projects:

- (I) North/South Light Rail.
- (II) Airport to University of Utah Light Rail.
- (III) Intermodal Facilities.
- (IV) Park and Ride Lots.
- (V) Bus Acquisition.

(ii) GOVERNMENT SHARE.—The Government share of the costs of projects assisted under this subparagraph shall not exceed 80 percent. For purposes of determining the nongovernmental share for projects authorized under this subparagraph, highway, aviation, and transit projects shall be considered to be a program of projects.

(iii) USE OF FUNDS.—Funds provided under this subparagraph shall be available for planning and capital assistance.

(3) HIGH PRIORITY PROJECT.—The Long Island Rail Road East Side Access project shall be given priority consideration by the Secretary for funds made available under paragraph (1)(B). The project shall also be exempted from all requirements relating to criteria for grants and loans for fixed guideway systems under section 5309(e) of such title and from regulations required under that section. In addition, that project is authorized for construction with funds available under section 5338(h)(5) of title 49, United States Code.

(d) EFFECT OF AUTHORIZATION.—

(1) IN GENERAL.—

(A) SUBSECTION (a) PROJECTS.—Projects authorized by subsection (a) for final design and construction are also authorized for alternatives analysis and preliminary engineering.

(B) SUBSECTION (b) PROJECTS.—Effective October 1, 2000, projects authorized by subsection (b) for alternatives analysis and preliminary engineering are also authorized for final design and construction.

(2) FIXED GUIDEWAY AUTHORIZATION.—The project authorized by subsection (a)(3) includes an additional 28 rapid rail cars and project scope changes from amounts authorized by the Intermodal Surface Transportation Efficiency Act of 1991.

(3) INTERMODAL CENTER AUTHORIZATIONS.—Notwithstanding any other provision of law, each of the following projects are eligible for funding under section 5309(m)(1)(C) of title 49, United States Code:

(A) Huntington, West Virginia Intermodal Facility project.

(B) Huntsville Intermodal Center project.

(C) Saint Barnard Parish, Louisiana intermodal facility.

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(f) LOS ANGELES MOS-3 PROJECT.—

(1) IN GENERAL.—For purposes of this section, the Los Angeles MOS-3 project referenced in subsection (a)(38) may include any fixed guideway project or projects selected by the Los Angeles County Metropolitan Transportation Authority for development in the transportation corridors to be served by the 3 extensions of MOS-3 of the Los Angeles County Metro Rail project, as described in section 3034(i) of the Intermodal Surface Transportation Efficiency Act of 1991.

(2) ALTERNATIVES.—In considering fixed guideway alternatives and selecting any revised preferred alternative in the East Side or Mid City corridors of MOS-3, the Los Angeles County Metropolitan Transportation Authority shall—

(A) fully evaluate the potential impact of the alternatives on the integrity of the neighborhoods in the corridor involved;

(B) address the capacity of the alternatives to serve transit dependent riders;

(C) identify and address any disproportionately high and adverse effects on minority and low income populations, in accordance with the Executive Order on Federal Actions to Address Environmental Justice (EO 12898; February 11, 1994); and

(D) otherwise comply with all applicable Federal and State planning and environmental requirements.

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SEC. 3031. PROJECTS FOR BUS AND BUS-RELATED FACILITIES.

(a) GUARANTEED FUNDING.—Of the amounts made available to carry out section 5309(m)(1)(C) of title 49, United States Code, for each of fiscal years 1999 and 2000, the Secretary shall make funds available for the following projects in not less than the amounts specified for the fiscal year:

Project	FY 1999 (in millions)	FY 2000 (in millions)
1. Albuquerque, NM buses	1.250	1.250
2. Alexandria, VA bus maintenance facility	1.000	1.000
3. Alexandria, VA King Street Station access	1.100	0.000
4. Altoona, PA Metro Transit Authority buses and transit system improvements	0.842	0.842
5. Altoona, PA Metro Transit Authority Logan Valley Mall Suburban Transfer Center	0.080	0.000
6. Altoona, PA Metro Transit Authority Transit Center improvements	0.424	0.000
7. Arkansas Highway and Transit Department buses	0.200	2.000
8. Armstrong County-Mid County, PA bus facilities and buses	0.150	0.150
9. Atlanta, GA MARTA buses	9.000	13.500
10. Austin, TX buses	1.250	1.250
11. Babylon, NY Intermodal Center	1.250	1.250
12. Birmingham-Jefferson County, AL buses	1.250	1.250
13. Boulder/Denver, CO RTD buses	0.625	0.625

	Project	FY 1999 (in millions)	FY 2000 (in millions)
14.	Bradford County, Endless Mountain Transportation Authority buses	1.000	0.000
15.	Brookhaven Town, NY elderly and disabled buses and vans	0.225	0.000
16.	Brooklyn-Staten Island, NY Mobility Enhancement buses	0.800	0.000
17.	Broward County, FL buses	1.000	0.000
18.	Buffalo, NY Auditorium Intermodal Center	2.000	2.000
19.	Buffalo, NY Crossroads Intermodal Station	1.000	0.000
20.	Cambria County, PA bus facilities and buses	0.575	0.575
21.	Centre Area, PA Transportation Authority buses	1.250	1.250
22.	Chambersburg, PA Transit Authority buses	0.300	0.000
23.	Chambersburg, PA Transit Authority Intermodal Center	1.000	0.000
24.	Chester County, PA Paoli Transportation Center	1.000	1.000
25.	Altoona, PA Pedestrian Crossover800	0.000
26.	Cleveland, OH Triskett Garage bus maintenance facility	0.625	0.625
27.	Crawford Area, PA Transportation buses	0.500	0.000
28.	Culver City, CA CityBus buses	1.250	1.250
29.	Davis, CA Unitrans transit maintenance facility	0.625	0.625
30.	Dayton, OH Multimodal Transportation Center	0.625	0.625
31.	Daytona, FL Intermodal Center	2.500	2.500
32.	Duluth, MN Transit Authority community circulation vehicles	1.000	1.000
33.	Duluth, MN Transit Authority intelligent transportation systems	0.500	0.500
34.	Duluth, MN Transit Authority Transit Hub	0.500	0.500
35.	Dutchess County, NY Loop System buses	0.521	0.521
36.	East Hampton, NY elderly and disabled buses and vans	0.100	0.000
37.	Erie, PA Metropolitan Transit Authority buses	1.000	1.000
38.	Everett, WA Multimodal Transportation Center	1.950	1.950
39.	Fayette County, PA Intermodal Facilities and buses	1.270	1.270
40.	Fayetteville, AR University of Arkansas Transit System buses	0.500	0.500
41.	Fort Dodge, IA Intermodal Facility (Phase II) ..	0.885	0.885
42.	Gary, IN Transit Consortium buses	1.250	1.250
43.	Grant County, WA buses and vans	0.600	0.000
44.	Greensboro, NC Multimodal Center	3.340	3.339
45.	Greensboro, NC Transit Authority buses	1.500	1.500
46.	Greensboro, NC Transit Authority small buses and vans	0.321	0.000
47.	Hartford, CT Transportation Access Project	0.800	0.000
48.	Healdsburg, CA Intermodal Facility	1.000	1.000
49.	Honolulu, HI bus facility and buses	2.250	2.250
50.	Hot Springs, AR Transportation Depot and Plaza	0.560	0.560
51.	Humboldt, CA Intermodal Facility	1.000	0.000
52.	Huntington, WV Intermodal Facility	8.000	12.000
53.	Illinois statewide buses and bus-related equipment	6.800	8.200
54.	Indianapolis, IN buses	5.000	5.000

	Project	FY 1999 (in millions)	FY 2000 (in millions)
55.	Iowa/Illinois Transit Consortium bus safety and security	1.000	1.000
56.	Ithaca, NY TCAT bus technology improvements	1.250	1.250
57.	Lackawanna County, PA Transit System buses	0.600	0.600
58.	Lakeland, FL Citrus Connection transit vehicles and related equipment	1.250	1.250
59.	Lane County, OR Bus Rapid Transit	4.400	4.400
60.	Lansing, MI CATA bus technology improvements	0.600	0.000
61.	Little Rock, AR Central Arkansas Transit buses	0.300	0.300
62.	Livermore, CA automatic vehicle locator	1.000	1.000
63.	Long Island, NY CNG transit vehicles and facilities	1.250	1.250
64.	Repealed by section 9008(u)(1)(A) of P.L. 105-206 (
65.	New York, NY West 72nd St. Intermodal Station	1.750	1.750
66.	Los Angeles, CA San Fernando Valley smart shuttle buses	0.300	0.000
67.	Los Angeles, CA Union Station Gateway Intermodal Transit Center	1.250	1.250
68.	Maryland statewide bus facilities and buses	7.000	11.500
69.	Rensselaer, NY Rensselaer Intermodal Bus Facility	1.000	6.000
70.	Mercer County, PA buses	0.750	0.000
71.	Miami Beach, FL Electric Shuttle Service	0.750	0.750
72.	Miami-Dade, FL buses	2.250	2.250
73.	Michigan statewide buses	10.000	13.500
74.	Milwaukee County, WI buses	4.000	6.000
75.	Mineola/Hicksville, NY LIRR Intermodal Centers	1.250	1.250
76.	Modesto, CA bus maintenance facility	0.625	0.625
77.	Monroe County, PA Transportation Authority buses	1.000	0.000
78.	Monterey, CA Monterey-Salinas buses	0.625	0.625
79.	Morongo Basin, CA Transit Authority bus facility	0.650	0.000
80.	New Haven, CT bus facility	2.250	2.250
81.	New Jersey Transit jitney shuttle buses	1.750	1.750
82.	Newark, NJ Morris & Essex Station access and buses	1.250	1.250
83.	Northstar Corridor, MN Intermodal Facilities and buses	6.000	10.000
84.	Norwich, CT buses	2.250	2.250
85.	Ogden, UT Intermodal Center	0.800	0.800
86.	Oklahoma statewide bus facilities and buses	5.000	5.000
87.	Orlando, FL Downtown Intermodal Facility	2.500	2.500
88.	Providence, RI buses and bus maintenance facility	2.250	3.294
89.	Perris, CA bus maintenance facility	1.250	1.250
90.	Philadelphia, PA Frankford Transportation Center	5.000	5.000
91.	Philadelphia, PA Intermodal 30th Street Station	1.250	1.250
92.	Portland, OR Tri-Met buses	1.750	1.750
93.	Pritchard, AL bus transfer facility	0.500	0.000

	Project	FY 1999 (in millions)	FY 2000 (in millions)
94.	Reading, PA BARTA Intermodal Transportation Facility	1.750	1.750
95.	Red Rose, PA Transit Bus Terminal	1.000	0.000
96.	Richmond, VA GRTC bus maintenance facility	1.250	1.250
97.	Riverhead, NY elderly and disabled buses and vans	0.125	0.000
98.	Robinson, PA Towne Center Intermodal Facility	1.500	1.500
99.	Rome, NY Intermodal Center	0.400	0.000
100.	Sacramento, CA CNG buses	1.250	1.250
101.	San Francisco, CA Islais Creek Maintenance Facility	1.250	1.250
102.	San Juan, Puerto Rico Intermodal access	0.600	0.600
103.	Santa Clarita, CA buses	1.250	1.250
104.	Santa Cruz, CA bus facility	0.625	0.625
105.	Santa Rosa/Cotati, CA Intermodal Transportation Facilities	0.750	0.750
106.	Seattle, WA Intermodal Transportation Terminal	1.250	1.250
107.	Shelter Island, NY elderly and disabled buses and vans	0.100	0.000
108.	Smithtown, NY elderly and disabled buses and vans	0.125	0.000
109.	Somerset County, PA bus facilities and buses ...	0.175	0.175
110.	South Amboy, NJ Regional Intermodal Transportation Initiative	1.250	1.250
111.	South Bend, IN Urban Intermodal Transportation Facility	1.250	1.250
112.	South Carolina statewide Virtual Transit Enterprise	1.220	1.220
113.	South Dakota statewide bus facilities and buses	1.500	1.500
114.	Southampton, NY elderly and disabled buses and vans	0.125	0.000
115.	Southold, NY elderly and disabled buses and vans	0.100	0.000
116.	Springfield, MA Union Station	1.250	1.250
117.	St. Louis, MO Bi-state Intermodal Center	1.250	1.250
118.	Denver, CO Stapleton Intermodal Center	1.250	1.250
119.	Suffolk County, NY elderly and disabled buses and vans	0.100	0.000
120.	Texas statewide small urban and rural buses ...	4.000	4.500
121.	Towamencin Township, PA Intermodal Bus Transportation Center	1.500	1.500
122.	Tuscaloosa, AL Intermodal Center	1.000	0.000
123.	Ukiah, CA Transportation Center	0.500	0.000
124.	Utah Transit Authority, UT Intermodal Facilities	1.500	1.500
125.	Utah Transit Authority/Park City Transit, UT buses	6.500	6.500
126.	Utica, NY Union Station	2.100	2.100
127.	Utica and Rome, NY bus facilities and buses	0.500	0.000
128.	Washington County, PA Intermodal Facilities ..	0.630	0.630
129.	Washington, D.C. Intermodal Transportation Center	2.500	2.500
130.	Washoe County, NV transit improvements	2.250	2.250
131.	Waterbury, CT bus facility	2.250	2.250

	Project	FY 1999 (in millions)	FY 2000 (in millions)
132.	West Virginia statewide Intermodal Facility and buses	5.000	5.000
133.	Westchester County, NY Bee-Line transit system fareboxes	0.979	0.979
134.	Westchester County, NY Bee-Line transit system shuttle buses	1.000	1.000
135.	Westchester County, NY DOT articulated buses	1.250	1.250
136.	Westmoreland County, PA Intermodal Facility	0.200	0.200
137.	Wilkes-Barre, PA Intermodal Facility	1.250	1.250
138.	Williamsport, PA Bus Facility	1.200	1.200
139.	Windsor, CA Intermodal Facility	0.750	0.750
140.	Wisconsin statewide bus facilities and buses	8.000	12.000
141.	Woodland Hills, CA Warner Center Transportation Hub	0.325	0.625
142.	Worcester, MA Union Station Intermodal Transportation Center	2.500	2.500
143.	Lynchburg, VA buses	0.200	0.000
144.	Harrisonburg, VA buses	0.200	0.000
145.	Roanoke, VA buses	0.200	0.000
146.	Allegheny County, PA buses	0.000	1.500
147.	Mount Vernon, WA Multimodal Center	1.750	1.750
148.	New Bedford/Fall River, MA Mobile Access to health care	0.250	0.000
149.	Philadelphia, PA Regional Transportation System for Elderly and Disabled	0.750	0.000
150.	Repealed by section 9008(u)(1)(D) of P.L. 105-206		

(b) ADDITIONAL AMOUNTS.—Of the amounts authorized to be appropriated to carry out section 5309(m)(1)(C) of title 49, United States Code, for each of fiscal years 1999 and 2000 with funds made available under section 5338(h)(6) of such title, there are authorized to be appropriated for the following projects:

	Project	FY 1999 (in millions)	FY 2000 (in millions)
1.	Everett, WA Multimodal Transportation Center	1.000	1.000
2.	Rennselaer, NY Rennselaer Intermodal Bus Facility	4.000	0.000
3.	Rochester, NY Rochester Central Bus Facility	12.500	12.500
4.	Long Beach, NY Long Beach Central Bus Facility	0.750	0.750
5.	Broome County, NY Buses and Related Equipment	2.700	2.700
6.	Long Island, NY CNG Transit Vehicles and Facilities	3.050	3.050

SEC. 3032. CONTRACTING OUT STUDY.

(a) STUDY.—Not later than 6 months after the date of enactment of this Act, the Secretary shall enter into an agreement with the Transportation Research Board of the National Academy of Sciences to conduct a study of the effect of contracting out mass transportation operation and administrative functions on cost, availability and level of service, efficiency, safety, quality of serv-

ices provided to transit-dependent populations, and employer-employee relations.

(b) **TERMS OF AGREEMENT.**—The agreement entered into in subsection (a) shall provide that—

(1) the Transportation Research Board, in conducting the study, consider the number of grant recipients that have contracted out services, the size of the population served by such grant recipients, the basis for decisions regarding contracting out, and the extent to which contracting out was affected by the integration and coordination of resources of transit agencies and other Federal agencies and programs; and

(2) the panel conducting the study shall include representatives of transit agencies, employees of transit agencies, private contractors, academic and policy analysts, and other interested persons.

(c) **REPORT.**—Not later than 24 months after the date of entry into the agreement under subsection (a), the Secretary shall transmit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Banking, Housing, and Urban Affairs of the Senate a report containing the results of the study.

(d) **FUNDING.**—There shall be available from funds made available under section 5338(f)(2) of title 49, United States Code, to carry out this section \$250,000 for fiscal year 1999.

(e) **CONTRACTUAL OBLIGATION.**—Entry into an agreement to carry out this section that is financed with amounts made available under subsection (d) is a contractual obligation of the United States to pay the Government's share of the cost of the study.

SEC. 3033. URBANIZED AREA FORMULA STUDY.

(a) **STUDY.**—The Secretary shall conduct a study to determine whether the formula for apportioning funds to urbanized areas under section 5336 of title 49, United States Code, accurately reflects the transit needs of the urbanized areas and, if not, whether any changes should be made either to the formula or through some other mechanism to reflect the fact that some urbanized areas with a population between 50,000 and 200,000 have transit systems that carry more passengers per mile or hour than the average of those transit systems in urbanized areas with a population over 200,000.

(b) **REPORT.**—Not later than December 31, 1999, the Secretary shall transmit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Banking, Housing, and Urban Affairs of the Senate a report on the results of the study conducted under this section, together with any proposed changes to the method for apportioning funds to urbanized areas with a population over 50,000.

SEC. 3034. COORDINATED TRANSPORTATION SERVICES.

(a) **STUDY.**—The Comptroller General shall conduct a study of Federal departments and agencies (other than the Department of Transportation) that receive Federal financial assistance for non-emergency transportation services.

(b) **CONTENTS.**—In conducting the study, the Comptroller General shall—

(1) identify each Federal department and agency (other than the Department of Transportation) that has received Federal financial assistance for non-emergency transportation services in any of the 3 fiscal years preceding the date of enactment of this Act;

(2) identify the amount of such assistance received by each Federal department and agency in such fiscal years; and

(3) identify the projects and activities funded using such financial assistance.

(c) REPORT.—Not later than 1 year after the date of enactment of this Act, the Comptroller General shall transmit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Banking, Housing, and Urban Affairs of the Senate a report containing the results of the study and any recommendations for enhanced coordination between the Department of Transportation and other Federal departments and agencies that provide funding for non-emergency transportation.

SEC. 3035. FINAL ASSEMBLY OF BUSES.

(a) IN GENERAL.—All buses manufactured on or after September 1, 1999, that are purchased with Federal funds by recipients of assistance from the Federal Transit Administration shall conform with the Federal Transit Administration Guidance on Buy America Requirements, dated March 18, 1997.

(b) RULE OF CONSTRUCTION.—For purposes of this section, a bus shall be considered to be manufactured on or after September 1, 1999, if the manufacturing process for that bus is not completed on or before August 31, 1999.

SEC. 3036. CLEAN FUEL VEHICLES.

(a) STUDY.—The Comptroller General shall conduct a study of the various low and zero emission fuel technologies for transit vehicles, including compressed natural gas, liquefied natural gas, biodiesel fuel, battery, alcohol based fuel, hybrid electric, fuel cell, and clean diesel to determine—

(1) the status of the development and use of such technologies;

(2) the environmental benefits of such technologies under the Clean Air Act; and

(3) the cost of such technologies and any associated equipment.

(b) REPORT.—Not later than January 1, 2000, the Comptroller General shall transmit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Banking, Housing, and Urban Affairs of the Senate a report on the results of the study, together with recommendations for incentives to encourage the use of low and zero emission fuel technology for transit vehicles.

SEC. 3037. JOB ACCESS AND REVERSE COMMUTE GRANTS.

(a) FINDINGS.—Congress finds that—

(1) two-thirds of all new jobs are in the suburbs, whereas three-quarters of welfare recipients live in rural areas or central cities;

(2) even in metropolitan areas with excellent public transit systems, less than half of the jobs are accessible by transit;

(3) in 1991, the median price of a new car was equivalent to 25 weeks of salary for the average worker, and considerably more for the low-income worker;

(4) not less than 9,000,000 households and 10,000,000 Americans of driving age, most of whom are low-income workers, do not own cars;

(5) 94 percent of welfare recipients do not own cars;

(6) nearly 40 percent of workers with annual incomes below \$10,000 do not commute by car;

(7) many of the 2,000,000 Americans who will have their Temporary Assistance to Needy Families grants (under the State program funded under part A of title IV of the Social Security Act (42 U.S.C. 601 et seq.)) terminated by the year 2002 will be unable to get to jobs they could otherwise hold;

(8) increasing the transit options for low-income workers, especially those who are receiving or who have recently received welfare benefits, will increase the likelihood of those workers getting and keeping jobs; and

(9) many residents of cities and rural areas would like to take advantage of mass transit to gain access to suburban employment opportunities.

(b) DEFINITIONS.—In this section, the following definitions shall apply:

(1) ELIGIBLE LOW-INCOME INDIVIDUAL.—The term “eligible low-income individual” means an individual whose family income is at or below 150 percent of the poverty line (as that term is defined in section 673(2) of the Community Services Block Grant Act (42 U.S.C. 9902(2)), including any revision required by that section) for a family of the size involved.

(2) ELIGIBLE PROJECT AND RELATED TERMS.—

(A) IN GENERAL.—The term “eligible project” means an access to jobs project or a reverse commute project.

(B) ACCESS TO JOBS PROJECT.—The term “access to jobs project” means a project relating to the development of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment. The Secretary may make access to jobs grants for—

(i) capital projects and to finance operating costs of equipment, facilities, and associated capital maintenance items related to providing access to jobs under this section;

(ii) promoting the use of transit by workers with nontraditional work schedules;

(iii) promoting the use by appropriate agencies of transit vouchers for welfare recipients and eligible low-income individuals under specific terms and conditions developed by the Secretary; and

(iv) promoting the use of employer-provided transportation, including the transit pass benefit program under section 132 of the Internal Revenue Code of 1986.

(C) REVERSE COMMUTE PROJECT.—The term “reverse commute project” means a project related to the develop-

ment of transportation services designed to transport residents of urban areas, urbanized areas, and areas other than urbanized areas to suburban employment opportunities, including any project to—

(i) subsidize the costs associated with adding reverse commute bus, train, carpool, van routes, or service from urban areas, urbanized areas, and areas other than urbanized areas, to suburban workplaces;

(ii) subsidize the purchase or lease by a nonprofit organization or public agency of a van or bus dedicated to shuttling employees from their residences to a suburban workplace; or

(iii) otherwise facilitate the provision of mass transportation services to suburban employment opportunities.

(3) EXISTING TRANSPORTATION SERVICE PROVIDERS.—The term “existing transportation service providers” means mass transportation operators and governmental agencies and nonprofit organizations that receive assistance from Federal, State, or local sources for nonemergency transportation services.

(4) QUALIFIED ENTITY.—The term “qualified entity” means—

(A) with respect to any proposed eligible project in an urbanized area with a population of at least 200,000, the applicant or applicants selected by the appropriate metropolitan planning organization that meets the requirements of this section, including the planning and coordination requirements in subsection (i), from among designated recipients under section 5307(a)(2) of title 49, United States Code, local governmental authorities and agencies, and nonprofit organizations; and

(B) with respect to any proposed eligible project in an urbanized area with a population of less than 200,000, or an area other than an urbanized area, the applicant or applicants selected by the chief executive officer of the State in which the area is located that meets the requirements of this section, including the planning and coordination requirements in subsection (i), from among designated recipients under section 5307(a)(2) of title 49, United States Code, local governmental authorities and agencies, and nonprofit organizations.

(5) WELFARE RECIPIENT.—The term “welfare recipient” means an individual who receives or received aid or assistance under a State program funded under part A of title IV of the Social Security Act (whether in effect before or after the effective date of the amendments made by title I of the Personal Responsibility and Work Opportunity Reconciliation Act of 1996 (Public Law 104–193; 110 Stat. 2110)) at any time during the 3-year period before the date on which the applicant applies for a grant under this section.

(c) GENERAL AUTHORITY.—

(1) IN GENERAL.—The Secretary may make access to jobs grants and reverse commute grants under this section to assist qualified entities in financing eligible projects.

(2) COORDINATION.—The Secretary shall coordinate activities under this section with related activities under programs of other Federal departments and agencies.

(d) APPLICATIONS.—Each qualified entity seeking to receive a grant under this section for an eligible project shall submit to the Secretary an application in such form and in accordance with such requirements as the Secretary shall establish.

(e) PROHIBITION.—Grants awarded under this section may not be used for planning or coordination activities.

(f) FACTORS FOR CONSIDERATION.—In awarding grants under this section to applicants under subsection (d), the Secretary shall consider—

(1) the percentage of the population in the area to be served by the applicant that are welfare recipients;

(2) in the case of an applicant seeking assistance to finance an access to jobs project, the need for additional services (including bicycling) in the area to be served by the applicant to transport welfare recipients and eligible low-income individuals to and from specified jobs, training, and other employment support services, and the extent to which the proposed services will address those needs;

(3) the extent to which the applicant demonstrates—

(A) coordination with, and the financial commitment of, existing transportation service providers; and

(B) coordination with the State agency that administers the State program funded under part A of title IV of the Social Security Act;

(4) the extent to which the applicant demonstrates maximum utilization of existing transportation service providers and expands transit networks or hours of service, or both;

(5) the extent to which the applicant demonstrates an innovative approach that is responsive to identified service needs;

(6) the extent to which the applicant—

(A) in the case of an applicant seeking assistance to finance an access to jobs project, presents a regional transportation plan for addressing the transportation needs of welfare recipients and eligible low-income individuals; and

(B) identifies long-term financing strategies to support the services under this section;

(7) the extent to which the applicant demonstrates that the community to be served has been consulted in the planning process; and

(8) in the case of an applicant seeking assistance to finance a reverse commute project, the need for additional services identified in a regional transportation plan to transport individuals to suburban employment opportunities, and the extent to which the proposed services will address those needs.

(g) COMPETITIVE GRANT SELECTION.—The Secretary shall conduct a national solicitation for applications for grants under this section. Grantees shall be selected on a competitive basis.

(h) COST SHARING.—

(1) MAXIMUM AMOUNT.—The amount of a grant under this section may not exceed 50 percent of the total project cost.

(2) NONGOVERNMENTAL SHARE.—

(A) IN GENERAL.—The portion of the total cost of an eligible project that is not funded under this section—

(i) shall be provided in cash from sources other than revenues from providing mass transportation, but may include amounts received under a service agreement; and

(ii) may be derived from amounts appropriated to or made available to a department or agency of the Federal Government (other than the Department of Transportation) that are eligible to be expended for transportation.

(B) INAPPLICABILITY.—For purposes of subparagraph (A)(ii), the prohibitions on the use of funds for matching requirements under section 403(a)(5)(C)(vi) of the Social Security Act shall not apply to Federal or State funds to be used for transportation services.

(i) PLANNING REQUIREMENTS.—

(1) IN GENERAL.—The requirements of sections 5303 through 5306 of title 49, United States Code, apply to any grant made under this section.

(2) COORDINATION.—Each application for a grant under this section shall reflect coordination with and the approval of affected transit grant recipients. The eligible access to jobs projects financed under this section shall be part of a coordinated public transit-human services transportation planning process.

(j) GRANT REQUIREMENTS.—A grant under this section shall be subject to—

(1) all of the terms and conditions to which a grant made under section 5307 of title 49, United States Code, is subject; and

(2) such other terms and conditions as are determined by the Secretary.

(k) PROGRAM EVALUATION.—

(1) COMPTROLLER GENERAL.—Beginning 6 months after the date of enactment of this Act, and every 6 months thereafter, the Comptroller General of the United States shall—

(A) conduct a study to evaluate the grant program authorized under this section; and

(B) submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Banking, Housing, and Urban Affairs of the Senate a report describing the results of each study under subparagraph (A).

(2) DEPARTMENT OF TRANSPORTATION.—Not later than 2 years after the date of enactment of this Act, the Secretary shall—

(A) conduct a study to evaluate the access to jobs grant program authorized under this section; and

(B) submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Banking, Housing, and Urban Affairs of the Senate a report describing the results of the study under subparagraph (A).

(1) AUTHORIZATION AND ALLOCATION.—

(1) IN GENERAL.—

(A) FROM THE TRUST FUND.—There shall be available from the Mass Transit Account of the Highway Trust Fund to carry out this section—

- (i) \$40,000,000 for fiscal year 1999;
- (ii) \$60,000,000 for fiscal year 2000;
- (iii) \$80,000,000 for fiscal year 2001;
- (iv) \$100,000,000 for fiscal year 2002; and
- (v) \$120,000,000 for fiscal year 2003.

(B) FROM THE GENERAL FUND.—In addition to amounts made available under subparagraph (A), there are authorized to be appropriated to carry out this section—

- (i) \$10,000,000 for fiscal year 1999;
- (ii) \$15,000,000 for fiscal year 2000;
- (iii) \$20,000,000 for fiscal year 2001;
- (iv) \$25,000,000 for fiscal year 2002; and
- (v) \$30,000,000 for fiscal year 2003.

(C) ADDITIONAL AMOUNTS.—In addition to amounts made available under subparagraphs (A) and (B) under the Transportation Discretionary Spending Guarantee for the Mass Transit Category, there are authorized to be appropriated to carry out this section—

- (i) \$100,000,000 for fiscal year 1999;
- (ii) \$75,000,000 for fiscal year 2000;
- (iii) \$50,000,000 for fiscal year 2001; and
- (iv) \$25,000,000 for fiscal year 2002.

(2) SET-ASIDE FOR REVERSE COMMUTE PROJECTS.—Of amounts made available by or appropriated under subparagraphs (A) and (B) of paragraph (1) to carry out this section in each fiscal year, not more than \$10,000,000 shall be used for grants for reverse commute projects.

(3) ALLOCATION.—The amounts made available by or appropriated under paragraph (1) to carry out this section in each fiscal year shall be allocated as follows:

(A) 60 percent shall be allocated for eligible projects in urbanized areas with populations of at least 200,000.

(B) 20 percent shall be allocated for eligible projects in urbanized areas with populations of less than 200,000.

(C) 20 percent shall be allocated for eligible projects in areas other than urbanized areas.

SEC. 3038. RURAL TRANSPORTATION ACCESSIBILITY INCENTIVE PROGRAM.

(a) DEFINITIONS.—In this section, the following definitions apply:

(1) INTERCITY, FIXED-ROUTE OVER-THE-ROAD BUS SERVICE.—The term “intercity, fixed-route over-the-road bus service” means regularly scheduled bus service for the general public, using an over-the-road bus, that—

(A) operates with limited stops over fixed routes connecting 2 or more urban areas not in close proximity or connecting 1 or more rural communities with an urban area not in close proximity;

(B) has the capacity for transporting baggage carried by passengers; and

(C) makes meaningful connections with scheduled intercity bus service to more distant points.

(2) OTHER OVER-THE-ROAD BUS SERVICE.—The term “other over-the-road bus service” means any other transportation using over-the-road buses including local fixed-route service, commuter service, and charter or tour service (including tour or excursion service that includes features in addition to bus transportation such as meals, lodging, admission to points of interest or special attractions or the services of a tour guide).

(3) OVER-THE-ROAD BUS.—The term “over-the-road bus” means a bus characterized by an elevated passenger deck located over a baggage compartment.

(b) GENERAL AUTHORITY.—The Secretary shall make grants under this section to operators of over-the-road buses to finance the incremental capital and training costs of complying with the Department of Transportation’s final rule regarding accessibility of over-the-road buses required by section 306(a)(2)(B) of the Americans with Disabilities Act of 1990 (42 U.S.C. 12186(a)(2)(B)).

(c) GRANT CRITERIA.—In selecting applicants for grants under this section, the Secretary shall consider—

(1) the identified need for over-the-road bus accessibility for persons with disabilities in the areas served by the applicant;

(2) the extent to which the applicant demonstrates innovative strategies and financial commitment to providing access to over-the-road buses to persons with disabilities;

(3) the extent to which the over-the-road bus operator acquires equipment required by the final rule prior to any required timeframe in the final rule;

(4) the extent to which financing the costs of complying with the Department of Transportation’s final rule regarding accessibility of over-the-road buses presents a financial hardship for the applicant; and

(5) the impact of accessibility requirements on the continuation of over-the-road bus service, with particular consideration of the impact of the requirements on service to rural areas and for low-income individuals.

(d) COMPETITIVE GRANT SELECTION.—The Secretary shall conduct a national solicitation for applications for grants under this section. Grantees shall be selected on a competitive basis.

(e) FEDERAL SHARE OF COSTS.—The Federal share of costs under this section shall be provided from funds made available to carry out this section. The Federal share of the costs for a project shall not exceed 50 percent of the project cost.

(f) GRANT REQUIREMENTS.—A grant under this section shall be subject to all of the terms and conditions applicable to subrecipients who provide intercity bus transportation under section 5311(f)

of title 49, United States Code, and such other terms and conditions as the Secretary may prescribe.

(g) FUNDING.—

(1) INTERCITY, FIXED-ROUTE OVER-THE-ROAD BUS SERVICE.—Of amounts made available by or appropriated under section 5338(a)(2) of title 49, United States Code (before allocation under section 5338(a)(2)(C) of that title), the following amounts shall be available for operators of over-the-road buses used substantially or exclusively in intercity, fixed-route over-the-road bus service to finance the incremental capital and training costs of the Department of Transportation's final rule regarding accessibility of over-the-road buses:

- (A) \$2,000,000 for fiscal year 1999.
- (B) \$2,000,000 for fiscal year 2000.
- (C) \$3,000,000 for fiscal year 2001.
- (D) \$5,250,000 for fiscal year 2002.
- (E) \$5,250,000 for fiscal year 2003.

Such sums shall remain available until expended.

(2) OTHER OVER-THE-ROAD BUS SERVICE.—Of amounts made available by or appropriated under section 5338(a)(2) of title 49, United States Code (before allocation under section 5338(a)(2)(C) of that title), \$6,800,000 shall be available for fiscal years 2000 through 2003 for operators of other over-the-road bus service to finance the incremental capital and training costs of the Department of Transportation's final rule regarding accessibility of over-the-road buses. Such sums shall remain available until expended.

SEC. 3039. STUDY OF TRANSIT NEEDS IN NATIONAL PARKS AND RELATED PUBLIC LANDS.

(a) PURPOSES.—The purposes of this section are to encourage and promote the development of transportation systems for the betterment of the national parks and other units of the National Park System, national wildlife refuges, recreational areas, and other public lands in order to conserve natural, historical, and cultural resources and prevent adverse impact, relieve congestion, minimize transportation fuel consumption, reduce pollution (including noise and visual pollution), and enhance visitor mobility and accessibility and the visitor experience.

(b) STUDY.—

(1) IN GENERAL.—The Secretary, in coordination with the Secretary of the Interior, shall undertake a comprehensive study of alternative transportation needs in national parks and related public lands managed by Federal land management agencies assist in carrying out the purposes described in subsection (a). The study shall be submitted to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Banking, Housing, and Urban Affairs of the Senate not later than January 1, 2000.

(2) STUDY ELEMENTS.—The study required by paragraph (1) shall—

- (A) identify transportation strategies that improve the management of the national parks and related public lands;

(B) identify national parks and related public lands with existing and potential problems of adverse impact, high congestion, and pollution, or which can benefit from alternative transportation modes;

(C) assess the feasibility of alternative transportation modes; and

(D) identify and estimate the costs of alternative transportation modes for each of the national parks and related public lands referred to in paragraph (1).

(3) DEFINITION.—For purposes of this subsection, the term “Federal land management agencies” means the National Park Service, the United States Fish and Wildlife Service, and the Bureau of Land Management.

SEC. 3040. OBLIGATION CEILING.

Notwithstanding any other provision of law, the total of all obligations from amounts made available from the Mass Transit Account of the Highway Trust Fund by, and amounts appropriated under, subsections (a) through (f) of section 5338 of title 49, United States Code, and subparagraphs (A) and (B) of section 3037(l)(1) of this Act, shall not exceed—

- (1) \$5,315,000,000 in fiscal year 1999;
- (2) \$5,797,000,000 in fiscal year 2000;
- (3) \$6,271,000,000 in fiscal year 2001;
- (4) \$6,747,000,000 in fiscal year 2002; and
- (5) \$7,226,000,000 in fiscal year 2003.

SEC. 3041. ADJUSTMENTS FOR THE SURFACE TRANSPORTATION EXTENSION ACT OF 1997.

(a) IN GENERAL.—Notwithstanding any other provision of law, the Secretary shall ensure that the total apportionments and allocations made to a designated grant recipient under section 5338 of title 49, United States Code, for fiscal year 1998 shall be reduced by the amount apportioned to such designated recipient pursuant to section 8 of the Surface Transportation Extension Act of 1997 (111 Stat. 2559).

(b) FIXED GUIDEWAY MODERNIZATION ADJUSTMENT.—In making the apportionments described in subsection (a), the Secretary shall adjust the amount apportioned to each urbanized area for fixed guideway modernization for fiscal year 1998 to reflect the method for apportioning funds in section 5337(a) of title 49, United States Code.